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SUBJECT

Submarines and

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NO. OF ENCLS.

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SUPPLEMENT TO REPORT NO.



...otor gunboats: *

A. Berthed alongside the quay, right at the yard. They never rode at anchor in the harbor or the roads.

b. Straight stem, cruisor stern, length 14 m, beam 3.20 m draft about 1.75 m, Precboard at Hormal load about 1.50 m. Stem slightly raking and pointed above and below; stern inclined, pointed.

c. Superstructures: Bridge in forward third of length, entrance from either side, three portholes on each side. For are of bridge, a radio mast with antenna system, about 2.5 to 3 m high.

The bridge is located in the forward third of the boat's hull. An improtected 40-mm gun is mounted on both the foredeck and where the second third begins; it can be turned 90 degrees to either side.

A depth-charge launch $n_{\mathcal{G}}$ installation with δ depth charges is mounted at the stern; size and shape of he depth charges are practically the same as the German types. The launching device is of the simple slip-dow, type and not of the throwing (or similar) type.

A twin-barroled machine cun is mounted on the bridge.

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estimates speed of the boats in comparison with the German motor and gives the cruising speed as 18 knots and mine sweepers the top speed as not less than 24-26 knots.

At top speed only the bow was visible. All other parts of the vessels were masked by spray and the stern was riding rather low in the water.

The boats were Piesel-propelled; they had three screw shalts and two rudges blades. Excellent maneuverablity, including at very him speeds. Steel-gray paint.

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e. Complement: The commanding of ficer was usually a lieutenant Jo or a full lieutenant. Saw what appeared to be either two or two and a half stripes with a star above these, on the siceves.

Other members of the cross four stokers, two signal men, six sailors and one engineer. There are two additional sailors for serving the gams. Suarters for the cross are in the forward and after sections of the craft. The compandant and the engineer officer have private quarters.

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- f. Radio installations: den make no definite statements on this subject, but he is positive: that he saw no D/\tilde{r} frame or any parts of a radar set or radar receiver.
- g. Hulls of the ves els. Completely wooden except for annament, propolling plant and technical gear.
- 2. Submarines: **

The information on the submarines is far less accurate. describes the submarines as follows:

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stem

a. Wrised forecastle Curved-upward slightly. After deck sloping in third section as waterline. Exhaust ports in the fore-and-aft line, both at the stem and the stem. Two types of bonts of different size, although their silhouettes were absolutely the same except for the lower part of the nulls. In the larger type, lateral outer bunkers for power oil projected about 1.50 to 2 leters on both sides obreast of the bridge.

On the smaller tyre, a single-hull sub arine, no outer bunkers were observed.

The length of the smaller type of boat was given as 20 to 35 meters, the boam 4 to 6 eters. The bridge is described as being of the standard streamlined shape. An unprotected gun, of heavier caliber than that of the gunboats, is on the forecastle. The submarines were painted steel-gray. At the bours a net cutter with a net deflector leading to the bridge and a net deflector from the bridge to the stern. These deflectors also serve as a radio antenna. There was a periscope in the mindle of the con in tower. The distinguishing numbers of the units were painted in figures 50 cm high on the conning to ers of the submarines.

b. Coneral remarks on the submarines.

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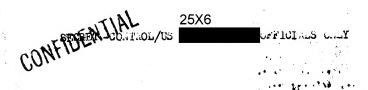
is of opinion that the cleanliness of both the crews and the upper decks was perfect. The discipline, especially on the subtaines, was very bad. Officers and other retines could only be distinguished by their rank badges. Interestions, but never orders, being given.

o. Flying the flap.

lesides the commander's pennant an ordinary red flag (not a naval ensign) flav on the submarines and the gunboats.

3. humber of wer vessels lying in marbor. ****

An average of 14 to 16 motor sunboats (including those under repair), apout sight to 10 large submarines, and four to six small submarines, would be in the narbor at one time.



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The motor gunboats usually left herbor for training in mani-flotilla formation (six to eight boats). The submarines alsays put out individually. Observed exercises by the motor gunboats, which made attack runs on two bettleships which had come from Sevastopol. Station will on the submarines, such as used in the German navy, was never observed.

Only trimming expercises and diving at periscope depth were observed in harbor.

4. Submarine tender.

formerly a small passenger steamer of about 1,400 GMT, now on unwrused accomposition ship for craws, accuipped with power oil containers as the sub-arines frequently pull along side for fueling.

5. Forces at the base.

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On the occasion of repairs to the cooking arrangements in the kitchen, in July 1949, detailed list of the rations distributed. This list agrees with the totals for the creas and the personnel of the shi yard available at this time. These figures were: The hundred and fifty men serving on the vessels and 137 technical workers belonging to the shippard, and an additional 50 to 80 men, excluding officers.

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Commont:

- * The motor gunboats most probably belong either to the types Nos 201 to alz, built in the years 1937 and 19 E, or to si liar types. Emeir maximum speed is said to be 25 knots or more; this agrees with the statements in e in this report.
- ** The two types of submarines dealt with here are, to all appearance, boats of the <u>Veteninen</u> Class and the <u>Saukko-Plass</u>. The sizes given cannot be considered reliable.

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According to the coindications they would also be $n_{\rm p}$ realizately of the Z-Olass, but in this case their external characteristics would not apply to the boats.

The personnel strengths (see para 3) bear out the assumption that the boots described above belonged to the <u>Veteninen</u> and <u>Daukko-Class</u>, respectively.

*** The figures concerning the warships observed in harbor give a good idea of the permanent marbor berthing, the supply base and the importance of this navel base in general. The tactical exercises described do not agreent present knowledge.

